

January 1, 2003

Florida High Speed Rail Authority

2003 Report to the Legislature



FLORIDA HIGH SPEED RAIL AUTHORITY

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actions, findings and Recommendations



Since its last full report to the Legislature in January 2002, The Florida High Speed Rail Authority (FHSRA) has continued to fulfill the duties defined in the Florida High Speed Rail Authority Act, Section 341.8201 to 341.842, Florida Statutes. Consistent with the requirements set forth by the Florida Legislature, the Authority has proceeded with activities relevant to planning and developing a high speed ground transportation system in Florida in accordance with Article X, Section 19 of the Florida Constitution.

Specifically, the Authority has proceeded with preparation of environmental and engineering studies in support of the Project Development and Environment (PD&E) process, completion of Investment-grade Ridership studies and the issuance of a Request for Proposal (RFP) to Design-Build-Operate-Maintain & Finance the first leg of the project between Orlando and Tampa.

This report has been prepared as directed in Chapter 341.841, Florida Statutes and summarizes the Authority's actions, findings and recommendations based on the activities conducted by the Authority since January 2002. Activities prior to that date are covered in the 2002 Report to the Legislature.

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Authority Actions

1. The Authority has continued to meet throughout the State to receive input, testimony and public opinion. Since January 2002 the Authority has held twelve Board meetings in various locations throughout the State including Orlando, Ft. Lauderdale, Lakeland, St. Petersburg and Tallahassee.
2. The Authority is proceeding with the development of Phase 1 - Part 1 of the project from Tampa to Orlando. The development of this phase of the project is consistent with the project phasing set forth in the Authority's 2002 Report to the Legislature. The route followed is primarily in the median of Interstate 4 between Tampa and Orlando. Mandatory station stops include downtown Tampa, Lakeland and Orlando International Airport. Additional potential station locations include Walt Disney World and the Orange County Convention Center.
3. The Authority received \$5,763,905 from the 2002 Florida Legislature to continue with its planning and engineering activities. The funding received included \$4,500,000 of new funding and \$1,263,905 that replaced an equivalent amount that had reverted back to the State of Florida during the previous year. The Authority has also requested federal matching funds for FY 2002-2003, and expects to receive between 2 and 3 million dollars for this fiscal year. The Authority received \$3 million in matching funds from the federal government for the current fiscal year. The total funds received by the Authority (combination of state and federal dollars) is \$12 million.
4. The Authority has continued with environmental and engineering studies, the PD&E study, for the Tampa to Orlando leg consistent with the requirements of the federal National Environmental Policy Act (NEPA) process. The lead agency for the NEPA process is the Federal Railroad Administration (FRA), with strong support from the Federal Highway Administration (FHWA).
5. Working cooperatively with Federal and State agencies, the Authority has developed a schedule that satisfies the requirements of the NEPA process. As part of this schedule, the Authority plans on selecting a vendor and executing a contract with the selected vendor prior to November 1, 2003. This contract will be for the generation of environmental, geotechnical, cultural, and engineering information for completion of the environmental reviews and final environmental impact statement as

required by NEPA that will enable the federal government to approve implementation of the project. The Authority has determined that the execution of this contract by November 1, 2003 will meet the date requirement set forth in Article X, Section 19 of the Florida Constitution.

6. As part of the PD&E process, the Authority has coordinated extensively with the Florida Department of Transportation's District offices in regards to implementation of Phase 1 – Part 1 project in the Interstate 4 corridor. Coordination with these Districts is of particular importance given the proposed use of Interstate 4 right-of-way for approximately 80 percent of the corridor between Tampa and Orlando. This corridor has been preserved by the FDOT for such use.
7. In August 2002, the Authority issued a Mid-Year Report to the Legislature. This report was prepared and provided proactively by the FHSRA to all current members of the Legislature, the Governor and all candidates seeking election to the Florida Legislature.
8. In September 2002, the Authority conducted a strategic planning meeting. With a view to the future, the Authority received testimony from other rail and transportation agencies, potential partners and competitors and specific input on finance, insurance and right-of-way acquisition. The Authority will develop a Strategic Plan in early 2003.
9. In October 2002, the Authority issued a Request for Proposal (RFP) for Phase 1 -- Part 1 of the project. This extensive document contains over 4,000 pages of technical material describing the project. A mandatory pre-proposal meeting was held on October 15, 2002. This meeting was attended by over 50 representatives of private companies indicating strong interest from the private sector. Many of the companies are anticipated to team into major consortia that will propose on the project. Responses from proposers are due February 10, 2003.
10. The Authority requested that responses to the Request for Proposal include a "firm, fixed price" for the construction of infrastructure and separately identified cost for annual operating and maintenance subsidy (if any). Information provided from the proposers in this format will allow the Authority to prepare an implementation plan for high speed rail that will be submitted to the Legislature in advance of the 2003

session. The plan will include estimates of the total cost of the project to the State of Florida.

- 11.** In November 2002, the Authority issued an Investment-grade Ridership Study for Phase 1 – Part 1 (Tampa to Orlando) of the project. This report was also issued as Appendix W to the RFP. In December 2002, the Authority issued an addendum to this study that contains investment-grade ridership forecasts for Phase 1 - Part 2 (St. Petersburg to Tampa).



- 12.** In December 2002, the Authority completed a planning level study that examined alternative routes, ridership and construction cost for Phase 2 of the proposed high speed rail system from Orlando to Miami. The routes considered are in the proximity of four existing transportation corridors (Interstate-95, Florida's Turnpike, the Florida East Coast Railroad, and CSX).
- 13.** The Authority had an independent audit of accounts for Fiscal Year 2001/02 completed in December 2002 as required by the FHSRA Act. The independent auditor found that the Authority fully complied with

Section 218.415, Florida Statutes regarding the investment of public funds and that the Authority's financial statements, as of June 30, 2002, are in conformity with generally accepted accounting principles.

- 14.** Once proposals for implementation of Phase 1 - Part 1 are received in February 2003, the Authority will begin development of a Marketing Plan to comply with section 341.823, Florida Statutes.
- 15.** Throughout the year, the Authority and staff representing the Authority presented information regarding the status of high speed rail in Florida to public agencies and in public forums. To support these public involvement and communications activities, the Authority went on-line with a new website (www.floridahighspeedrail.org), published an informative brochure and produced a short video describing the project and the project schedule.

- 16.** Consistent with Section 341.829, Florida Statutes, the Authority has developed a conflict prevention, mitigation and resolution process in consultation



with the Executive Office of the Governor, the Department of Community Affairs and the Department of Environmental Protection.

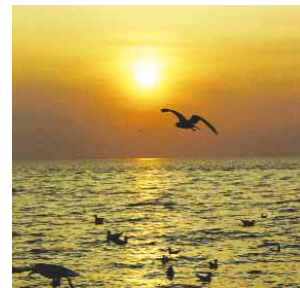
17. The Authority has prepared and submitted this report to the Florida Legislature.

Authority Findings

The major findings of the FHSRA to date (through December, 2002) are as follows:

1. The Authority finds that there is real private sector interest in providing qualified Design, Build, Operate, Maintain and Finance (DBOM&F) proposals.
2. The Authority finds that in order to avoid high contingent costs in the responses to the Request for Proposal, the Authority needs to address areas of high-risk such as right-of-way costs and environmental mitigation contingencies. The Authority further finds that right-of-way should be acquired through the Florida Department of Transportation eminent domain process and that right-of-way costs and allowances for environmental contingencies should be developed by the Authority rather than receiving several independent estimates of this contingency from the responses to the RFP.

3. The Authority finds that a contract executed by November 1, 2003 with a vendor selected through the Authority procurement process to provide engineering and environmental support services associated with the completion of the PD&E study meets the intent of the constitutional mandate to start construction on November 1, 2003.



4. The Authority finds that the CSX route from Tampa to Orlando is not a feasible alternative (except for a short segment west of Interstate 75 in the Tampa area) and has ruled out this option through the PD&E study in a manner that is consistent with the requirements of the Federal NEPA process.
5. The Authority finds that the two route options in the Orlando area (Beeline and Greenway) cannot yet be reduced to a single alternative independent of the NEPA process and therefore has requested that responders to the RFP provide cost and business plans for both of the Orlando route options. The selected alternative will be determined in 2003 through the PD&E process and in part from input received by the DBOM&F proposers.

6. The Authority finds, based upon the Investment-grade Ridership Report for Phase I - Part 1 (Tampa to Orlando), that farebox revenues appear to be sufficient to meet the operating and maintenance cost¹ for this project. Fare revenues are projected to be in the range of \$27.9 to \$35.4 million, while the costs, as previously estimated in the Authority's 2002 Report to the Legislature, would be in the range of \$26.2 to \$36.8 million. If revenues from captive ridership markets (prepaid transportation included in travel packages) are included in the revenue projections, the fare revenues increase to



a range of \$39.3 to \$56.0 million. Additional ancillary revenues (i.e. concession, advertising, parking, naming rights, etc), and associated development revenues may add additional income.

7. The Authority finds through the PD&E process and through general activities of the Authority that public involvement and education is critical to the Authority's mission and that these activities should be expanded and continued in 2003.

Authority Recommendations

Based on the Authority's actions and findings to date, the Authority offers the following recommendations:

1. The Authority recommends that the Legislature of the State of Florida approve the Authority's funding request for FY 2003-2004. The Authority is requesting \$7.5 in state funds for its operating budget. This will allow the Authority to continue the environmental studies, engineering reports, public involvement activities, procurement activities and to achieve a "Record of Decision" (Federal Permit) for the Phase I - Part 1 project by March of 2004.
2. In order to implement the Constitutional amendment, the Authority recommends that the Legislature approve an annual appropriation in an amount to be determined after the Authority receives private sector proposals in early February 2003. Initially, these funds will be used for the Phase I – Part 1 (Tampa to Orlando) project of the statewide system. It is recommended that the funds be from the public transportation allocation of the State Transportation Trust Fund, initially from funds that are not programmed such as the funds

from the Transportation Outreach Program (TOPS), and thereafter be identified in the transportation work program developed pursuant to Section 339.135, Florida Statutes.

3. The Authority recommends that a substantial federal match for High Speed Rail be sought in conjunction with other statewide transportation needs identified for the next federal transportation program (T-3).

4. The Authority recommends that the following legislation be enacted during the 2003 Legislative session:

- a. Surety bonds for performance and completion with respect to the high speed rail system. In view of the current situation with the surety and insurance industry, which may result in there not being commercially available sureties, the Authority recommends statutory amendments to provide the flexibility it may need to effectuate the best level of commercially available security.
- b. Tax exemption. It is recommended that the Authority seek clarification of the tax

exemption provision of Section 341.840, Florida Statutes.

5. The Authority recommends the creation, or assignment, of two State positions in the State's senior management service (SMS), or select exempt service (SES) so that the Authority may employ its own executive staff.

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funding strategies for the High Speed Rail System



The FHSRA has determined that the system should be built with a combination of both public and private funds. The private sector would assume the ridership risk and be responsible for the cost of operations, maintenance and train equipment costs. The potential sources of the public funding are state and federal governments.

The Authority seeks to maximize the level of federal funding in the project. To that end, the Authority is vigorously pursuing opportunities to be in line for any federal program that might help fund the high speed rail system. This coming year, 2003, is particularly significant as it is the year the U.S. Congress will approve and provide spending authority for the next six years of federal transportation expenditures in the U.S. As part of this activity, several proposals are being

advanced to create new federal programs for funding high speed rail. Early in this coming year, Florida and many other states will prioritize requests for federal participation and submit those for inclusion in the six year authorization program. The Authority is actively seeking inclusion of the Florida HSR project with other state transportation needs identified by FDOT and other transportation agencies.

Due to the constitutional mandate for high speed rail in Florida, this state is far ahead of any other in its readiness for receipt and use of implementation funds. However, federal transportation officials have made it very clear that even more significant than the status of a project's development is the commitment that the state has shown in supporting it through state contributions. Identifying the amount of state funding available to initially fund the Tampa to Orlando leg of the project is therefore critical in early 2003.

As far as the source of state funding, there is a history in place regarding high speed rail in Florida. Funding for previous high speed

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rail programs has been provided from the public transportation portion of the State Transportation Trust Fund. Florida statutes require that a minimum of 15% of the trust fund be assigned to public transportation projects. Previously \$70 million/year of this public transportation share was assigned to high speed rail. This funding became the source of the Transportation Outreach Program (TOPS) when the FOX high speed rail project was terminated in early 1999. The Florida High Speed Rail Authority recommends that any state funds committed to high speed rail be sought from this public transportation portion of the Transportation Trust fund consistent with previous practice.

The exact amounts that will be contributed by each of the three sources identified in this document (private, state and federal contributions) cannot be determined with certainty at the time of issuance of this report. However, this picture will be clearer when proposals for the first leg of the system from Tampa to Orlando are received in February 2003.

status report on Major Activities of the Authority



Since January of 2002, the Authority, its staff and consultants have worked diligently towards the preparation of an implementation plan for high speed rail that will be forwarded to the Florida Legislature in 2003. Key activities that are necessary in order to achieve this goal are either complete, or well underway. The status of these activities including the PD&E study, the Investment-grade Rider-ship Study and the procurement process are summarized in the following sections.

PD&E Study

Work on the PD&E study for Phase 1 - Part 1 (Tampa to Orlando) initiated in 2001 continued throughout 2002. This study evaluates the candidate alignments and environmental impacts of the proposed project. The scope and schedule of the PD&E study is consistent with the federal NEPA process and has been developed in consultation with the Federal Railroad Administration, which serves as the lead agency for the study.

The PD&E study includes an extensive public involvement process and it is through this process that a final selection of the route will be made. The selected route will be identified based on technical evaluations, public input and agency review.

Working with the FRA and other agencies including the Federal Highway Administration, the Authority developed a schedule for the PD&E study that meets the constitutionally mandated start of construction in November 2003. This schedule uniquely incorporates input from vendors who will submit responses to the Authority's Request for Proposal in February 2003. The Authority has defined beginning of construction as the signing of a contract with the Identified Proposer for the generation of environmental, geotechnical, cultural and engineering information for completion of the environmental review and final environmental impact statement as required by the National Environmental Policy Act (NEPA). This will enable the federal government to approve implementation of the project.

The PD&E study includes an extensive public involvement process and it is through this process that a final selection will be made.

Table 3.1
Key Dates for
PD&E Study
deliverables

• Receipt of RFP Responses	February 10, 2003
• Draft EIS Published	July 15, 2003
• Public Hearing	August 15, 2003
• Receipt of Public Comments	September 1, 2003
• Recommend DBOM&F Proposer	October 20, 2003
• Environmental Documentation Contract	November 2003
• Final EIS Published	December 15, 2003
• Record of Decision	March 15, 2004

Key dates for future deliverables that are part of the PD&E study are shown in table 3.1.

The engineering and environmental studies prepared as part of the PD&E process served as a basis for the technical documentation provided to prospective respondents in October 2002. The technical package made available with the Request for Proposal included over 4,000 pages of technical drawings and documentation and 75 CD-ROM's that include digital photography and mapping for the Tampa to Orlando corridor.

Results of the environmental screening process were completed in August 2002. Based on this screening process, the Authority concluded that there were significant flaws with the route that uses the CSX rail alignment from Tampa to Orlando, except for a short seg-

ment east of Interstate 75 in the Tampa area. On the basis of this presentation the Authority Board directed staff and consultants to proceed without the use of CSX as an option, except in the Tampa area. This elimination of a section of the CSX alignment is consistent with both the Federal NEPA process and the Florida High Speed Rail Authority Act.

In Orange County, where the route diverges from Interstate 4 in order to reach the Orlando International Airport, there remains two alternatives under study. One of these routes uses the S.R. 417 corridor (The Central Florida Greenway) and the other uses the S.R. 528 corridor (The Beeline Expressway). Respondents to the Authority's Request for Proposal are required to submit separate cost estimates and business plans in February 2003 for each of the candidate routes in Orange County.

Investment-grade Ridership Study

The Authority initiated an Investment-grade Ridership Study in July of 2002. The scope of the study meets the requirements of an investment-grade study for high speed rail ridership based on criteria set forth by the High Speed Ground Transportation Association.

To meet the investment-grade criteria for ridership projections, the Authority retained two ridership consultants to prepare separate estimates of high speed rail ridership, conducted market surveys along the Phase 1 - Part 1 corridor and established a peer panel of experts to independently review the processes and results of the study.

The Authority issued results of the Investment-grade Ridership Study for Phase 1 - Part 1 (Tampa to Orlando) in November of 2002. These results were provided to vendors for use in the preparation of responses to the Authority's Request for Proposal. An addendum to this report that summarizes investment-grade ridership forecasts for Phase 1 - Part 2 (St. Petersburg to Tampa) was issued by the Authority in December 2002.

Based upon these studies, the total intercity travel demand in 2010 in the Tampa to Orlando corridor is 50 million trips per year. Of these, between 15.6 million and 18.9 million trips per year have origins and destinations that are in the service area of the proposed high speed rail stations.



Figure 3.1
St. Petersburg-
Tampa-Orlando,
Phase 1,
Parts 1 & 2



Ridership estimates were prepared for both Beeline and Greenway route options in the Orlando area. Also considered were the choice markets and captive markets accessing Orlando International Airport. The choice market consists of those individuals who make their travel choices after arriving at the airport whereas the captive market consists of those individuals who have already made travel arrangements before arrival as part of a tour, or travel package.

The captive market in the Orlando area is significant. The estimates independently prepared as part of the Investment-grade Ridership Study were reviewed with entities that both provide and contract for this travel market. The extent to which the captive market may use high speed rail as an alternative to

the existing bus transportation is dependent on negotiations and potential business arrangements with the current providers and contractors for this service.

The results of the Investment-grade Ridership Study for 2010 are summarized in table 3.2. Ranges of ridership and revenue estimates are presented for the choice markets that encompass the two independent estimates that were prepared. The captive markets were developed based on the survey data that was collected as part of the study.



Table 3.2
Investment-grade
Ridership Study
for 2010

Route	Annual Ridership (millions)	Fare Revenues (\$2002 in millions)	Operating Costs ¹
Beeline Expressway			\$26.2 - \$36.8 million
Choice Market	1.9 to 2.3	\$32.9 to \$35.4	
Captive Market	0.5	\$6.3	
Total	2.4 to 2.8	\$39.3 to \$41.8	
Greenway Expressway			
Choice Market	1.7 to 1.9	\$27.9 to \$29.9	
Captive Market	2.1	\$26.3	
Total	3.8 to 4.1	\$54.2 to \$56.0	

Note: Captive market from the International Drive area and Disney are estimated based on survey data. The actual value of these markets are dependent on negotiations with entities and providers currently providing this service. The numbers in this table assume that Disney will agree to offer this ridership to the HSR operator only if the Greenway alternative is selected.

¹ Source: Florida High Speed Rail Authority 2002 Report to the Legislature

The choice revenues for the proposed system, excluding revenues that might be realized from negotiations with private operators to divert the captive markets, range from \$27.9 to \$35.4 million per year. These revenues could support the operations and maintenance cost estimates for 120 to 150 mph technology of \$26.2 to \$36.8 million per year as documented in the Authority's 2002 Report to the Legislature.



The choice ridership estimates summarized above do not include additional revenues that may be realized from ancillary uses (such as station concessions, parking fees, naming rights, advertising,

etc) or associated development. These additional revenues if combined with the revenue potential of the captive markets (subject to negotiations with private providers and entities) could produce additional income that could

support some capital funding in the project.

Ridership for the Phase 1 - Part 2 segment from St. Petersburg to Tampa was also estimated as part of the Investment-grade Ridership Study. The St. Petersburg extension includes additional stations at Westshore, St. Petersburg/Clearwater Airport and downtown St. Petersburg. The ridership estimates for this extension are summarized in table 3.3.

Route	Annual Ridership (thousands)	Fare Revenues (\$2002 in millions)	Operating Cost ¹
Beeline Expressway	626 to 641	\$5.35 to \$5.46	\$6 million
Greenway Expressway	587 to 613	\$4.23 to \$4.62	

¹ Source: Florida High Speed Rail Authority 2002 Report to the Legislature

Table 3.3
2010 Ridership
Estimates
St. Petersburg-
Tampa Extension

Orlando-Miami Planning Study

In July of 2002, the Authority initiated a preliminary, planning level study of Phase 2 of the project from Orlando to Miami as shown in figure 3.2. This study examines four corridors connecting Orlando and Miami. The study is similar in scope and detail to the planning level study conducted for St. Petersburg – Tampa – Orlando that was presented in the Authority's 2002 Report to the Legislature.

The costs of extending high speed rail from Orlando to Miami using "steel wheel" technology was estimated in this study to range from \$5.3 billion to \$9.1 billion depending on the technology and route chosen. It is worth noting that a significant portion of the cost of the HSR infrastructure from Orlando to Miami occurs in the southern portion of the alignment from West Palm to Miami due to the need to elevate all, or most of the alignment in this area. While the West Palm to Miami segment represents about 1/3 of the total distance of the Orlando to Miami route, it accounts for 40-66% of the total capital cost.

Based on the technologies evaluated, the travel time from Orlando direct to Miami without intermediate stops could range from 94 to 124 minutes for "steel wheel" technology. Ridership and revenues were estimated for each of four classes of technologies. These estimates for 2010 are summarized in table 3.4.

Procurement

Consistent with the provisions of the Florida High Speed Rail Authority Act, the Authority initiated its procurement process with the issuance of an Invitation to Pre-Qualify in February 2002. The Authority received eleven responses to the Invitation to Pre-Qualify indicating significant private sector interest in the project.

The Authority developed a schedule for issuance and responses to a Request for Proposal based upon the needs and requirements of the PD&E study and in support of the Authority's efforts to prepare and present a business plan to the Florida Legislature during the 2003 session.

Table 3.4
2010 Estimated
Ridership and
Revenues

Technology	Annual Ridership (2010 in millions)	Annual Fare Revenues (\$2002 in millions)
120+mph	4.2	\$198
150+mph	4.9	\$224
180+mph	5.6	\$252
250+mph (<i>maglev</i>)	6.6	\$300



Figure 3.2
Orlando-Miami
Corridors

Based on this schedule the Authority formally issued a Request for Proposal in October 2002. In addition, the Authority conducted a pre-proposal conference in Orlando on October 15, 2002. Potential respondents to the Request for Proposal were required to register at this conference and representative attendance from those interested in responding to the Request for Proposal was mandatory. The pre-proposal conference was attended by over 50 representatives of the private sector indicating again that there is significant private sector interest in the project. Responses to the Authority's Request for Proposal are due on February 10, 2003.

The Request for Proposal identifies information that must be provided by respondents for use in the PD&E study and requires a "firm, fixed price" for construction Phase 1, Part 1. In addition, respondents have been asked to provide costs to the State of Florida for continued operations and maintenance of the system to the extent that this might be required and to separately identify the cost of rolling stock. This information will provide a basis for the Authority to develop and present a business plan to the Legislature in 2003.

During the course of regular business meetings, the Authority con-

cluded based upon public comment that the Authority should estimate certain costs for the project in order to avoid high contingency costs in the proposals. Based on this conclusion, staff and consultants of the Authority are preparing estimates of right-of-way costs and a contingency for environmental mitigation that will be included in the Authority's plan for high speed rail along with the costs received from the Request for Proposal process.

Strategic Plan

In September 2002, the Authority conducted a 1-1/2 day strategic planning session in Lake County, Florida. The purpose of this session was to gather input for the preparation of a Strategic Plan for the Authority.

During the course of the strategic planning session, the Authority took testimony from several panels



consisting of operators of high speed rail systems, transportation agencies, Congressional staff and technical experts. Looking to the future the Authority discussed matters related to operations, staffing, insurance, finance, funding and right-of-way acquisition.

The results of the strategic planning meeting were documented in a summary of the meeting. In 2003, the Authority plans to prepare a Strategic Plan document using the findings of the strategic planning session as input.

Public Involvement & Communications

In February 2002, the Authority went on-line with a new website devoted to the Florida High Speed Rail Authority. This site www.floridahighspeedrail.org has proven to be a reliable communications tool and is used for distribution of documents, minutes and meeting notices. The site also includes information regarding studies underway, schedules and links to other sites related to the project.

Recognizing that public communications is an important activity in support of its mission, the Authority continued to develop presentations, printed materials and a brief video that are used to educate and inform the public of the development of high speed rail in the State of Florida. The Authority plans to continue and expand its public out-

reach and communications activities in 2003.

Independent Audit

In July of 2002, the Authority retained Ernst and Young to conduct an independent audit of the Authority's accounts. The audit report was issued on November 15, 2002. The audit concluded that the financial statements present fairly the respective financial position of the governmental activities and the general fund of the Florida High Speed Rail Authority and that these financial statements were in conformance with generally accepted accounting principles.

Strategic Intermodal System Plan

During 2002, the Authority attended and was represented on the steering committee, formed by the Florida Department of Transportation, that is charged with developing Strategic Intermodal System Plan (SIS). This plan identifies a range of highways, ports, terminals and transportation systems that are strategically important to the State of Florida both from a transportation and an economic perspective. The first two phases of the proposed high speed rail system connecting St. Petersburg / Tampa, Orlando and Miami are included in the SIS plan as adopted by the SIS steering committee.

Conflict Resolution Process

Consistent with Section 341.829, Florida Statutes, the Authority has developed a conflict prevention, mitigation and resolution process in consultation with the Executive Office of the Governor, the Department of Community Affairs and the Department of Environmental Protection. This process, which is based on existing statutes and processes, was approved by the Florida High Speed Rail Authority at its December 11, 2002 Board meeting.